FLORIDA HIGHWAYS

Vol. V

AUGUST, 1928

No. 8

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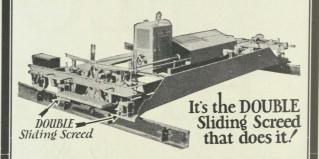
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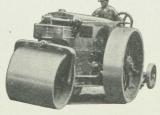
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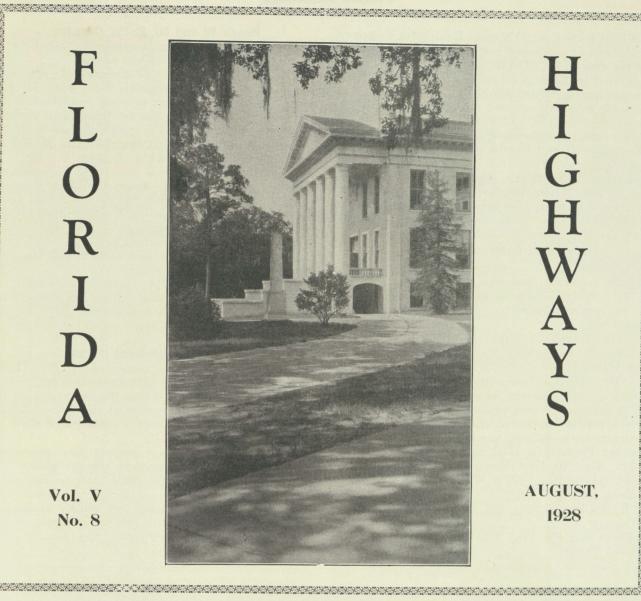
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Vol. V No. 8



H

AUGUST, 1928

Transactions at Quarterly Meeting of State Road Department Tallahassee, July 25, 1928.

HE third quarterly meeting of the State Road Department of the State of Florida for the year 1928 was held at its offices in Tallahassee, July 25th, 1928, with the following members present: F. A. Hathaway, Chairman; E. P. Green, Captain W. J. Hillman and I. E. Schilling. J. L. Cresap, State Highway Engineer, B. A. Meginniss, Attorney for the Department, W. P. Bevis, Secretary, and H. J. Morrison, Highway Engineer for the U.S. Bureau of Public Roads, were also in attendance.

The minutes of the last quarterly meeting were read, and upon motion duly approved.

Road 3, Volusia and Seminole Counties

Mr. C. D. Hawley, president of the Sanford Gas Company, presented to the Department an application on behalf of his company for permission to lay, construct and maintain a three-inch gas line along State Road No. 3, between DeLand and Sanford.

Upon motion of Mr. Green, seconded by Mr.

Schilling, the following resolution was unanimously adopted:

Be It Resolved, That the application of Sanford Gas Company for permission to lay, construct and maintain a three-inch gas pipe line along State Road No. 3, between Sanford and DeLand, be and the same is hereby granted; provided, however, that said permit is granted only in so far as the authority of the Department to grant same extends, and provided further, that said line shall be made, constructed and maintained in accordance with the conditions and stipulations to be prescribed by the Chairman and the State Highway Engineer.

Project 769, Road 5, Caloosahatchee River Bridge

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

WHEREAS, bids were asked by the Department for the construction of the bridge across the Caloosahatchee River on Road 5 and known as Project 769, and

WHEREAS, Central Station Equipment Company of Miami was the lowest responsible bidder thereon, for the sum of \$532,015.10.

NOW THEREFORE, Be It Resolved, That the contract for the construction of said bridge be and the same is hereby awarded to said firm, at and for its contract price of \$532,015.10, which said firm is hereby found and declared to be the lowest responsible bidder at and for the contract price aforesaid.

A delegation from Lee County, consisting of Messrs. John E. Morris, Henry Colquitt, John M. Boring, Geo. E. Hosmer, R. P. Ransom, J. R. Parker and Harry Switzer, were present and expressed their thanks to the Department for the award of the contract for this bridge.

Award of Contracts Approved

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

WHEREAS, bids were asked by this Department for the construction of the projects hereinafter mentioned, and

WHEREAS, the firms and individuals designated were respectively the lowest responsible bidders therefor.

NOW THEREFORE, Be It Resolved, That the action of the Chairman in awarding and executing the contracts for said projects be and the same is hereby ratified, approved and confirmed, which said contracts are as follows, to-wit:

Maddox Foundry & Machinery Co., Proj.	
743, Road 10, Bay County	\$12,522.25
C. C. Hayes, Proj. 802-A, Road 10, Oka-	
loosa County	69,599.60
P. B. Alsobrook, Proj. 661, Road 2, Lake	
County	
Collins Const. Co., Proj. 803, Road 10, Oka-	
loosa County	74 856 67

Roads 49 and 56. Union County

On motion of Mr. Green, seconded by Mr. Schill-

ing, the following resolution was adopted:

WHEREAS, the County of Union, State of Florida, now has under construction State Road No. 49 from Worthington Springs through Lake Butler to Raiford and State Road No. 56 from Lake Butler westerly to Providence, as is more fully set forth in the contract of said Union County with L. M. Gray, contractor, of Gainesville, Florida, and

WHEREAS, these roads are being constructed according to State specifications, the County using State inspectors and paying for their services, said inspectors reporting to the Division Engineer of the

State Road Department, and

WHEREAS, the contract calls for the finishing of said roads in a manner acceptable to this Department, now, therefore,

BE IT RESOLVED, That upon the completion of said work as provided by said contract the State Road Department shall take over same for maintenance, such maintenance by the State not to commence before January 1st, 1929.

Project 654, Broward County

Messrs. Carl Weidling, Samuel L. Drake, Herschel Kelso and George E. Miller appeared before the Department and requested that the contract with S. P. Snyder for the construction of the above project be extended to Middle River, a distance of about a mile or a mile and one-half.

In connection with their request they presented and filed with the Department correspondence between the president of the Sixth Avenue Improvement Association and the contractor in which it was disclosed that the contractor was willing to do the additional work at the unit prices mentioned in his contract with the Department. The request was taken under advisement.



East Bay Bridge Over St. Andrews Bay, Road 10, Bay County (Under Construction).



East Bay Bridge, Under Construction Over St. Andrews Bay, Road 10, Bay County.

Gadsden County, Road 1

A delegation from Gadsden County, consisting of Messrs. J. F. Lines, chairman Board of County Commissioners; E. H. Slappey, E. D. Woodward, W. L. Shepard and L. J. Clark, appeared before the Department to express thanks for the paving of Road 1, from Chattahoochee to Quincy, and to request that the contract be let for that section of said road between Quincy and Ocklocknee River as early as possible. They stated that the County has available the funds to assist in the paving of the latter stretch.

They were advised that this work would be done as early as practicable.

Glades County

Messrs. J. S. Cottrell, R. L. Murray and R. B. Childs of Glades County appeared before the Department and asked that Road 26 from Mains' Corner to Clewiston be completed at the earliest possible moment. They were assured by the Chairman that the work would be continued as rapidly as circumstances permitted.

Hendry County

Messrs. W. L. Murray and H. A. Rider of Hendry County constituted a delegation which came before the Department, with the request that the work of constructing Road 25 be pushed as speedily as possible. The Chairman stated that this work would be pushed as rapidly as circumstances permitted.

Hillsborough County

A delegation consisting of Messrs. W. T. Williams, Chairman Board of County Commissioners; J. N. Holmes and John T. Greene, members, came before the Department and, after expressing their appreciation of the work which has been done on Road 17, made the following requests:

1st. A slight revision in the location of Road 17 where it intersects the Plant City-Thonotosassa Road.

This request was granted and the engineers requested to work out the details.

2nd. Award of a contract for the construction of a bridge across the Alafia River.

3rd. The early award of a similar contract for the construction of a bridge over the Hillsborough River on State Road 17. They were assured that these requests would be complied with as early as possible.

The delegation advised the Department that Hills-borough withdraws its request to narrow the right-of-way on Road No. 5, between Pasco County line and Tampa, and that it will proceed to secure the customary sixty-six-foot right-of-way.

Levy County, Road 13

A delegation from Levy County, consisting of W. R. Hodges, Chairman; J. P. Kimble, W. S. Yearty, M. C. Clancy, S. C. Clyatt, Members Board of County Commissioners, and L. W. Drummond, appeared before the Department and requested the hard-surfacing of State Road No. 13 between Bronson and Rosewood. The request was taken under advisement.

St. Johns County

Messrs. L. A. Braswell, L. P. Octagus, D. W. Osteen, P. R. Perry, Samuel Johnson, Frank Parker and N. J. Adams comprised a delegation from St. Johns County, which appeared before the Department and requested that the first project of the road between Tocoi and Hastings be hard-surfaced.

The delegation also advised the Department that the County has lately rebuilt the road from Spuds to St. Augustine; they asked that it be inspected by engineers of the Department, and if found acceptable, that the County be reimbursed for the cost of this reconstruction in order that it may hard-surface same from Deep Creek, north.

(Turn to Page Five)



Florida Highways

Published Monthly
Official Publication of the State Road Department

PERSONNEL OF DEPARTMENT

F. A. Hathaway (Jacksonville), Chairman (Official Residence, Tallahassee.)

E. P. GREEN, Bradenton

W. J. HILLMAN, Live Oak

J. HARVEY BAYLISS, Pensacola

I. E. SCHILLING, Miami

WALTER P. BEVIS, Tallahassee, Secretary

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L. K. Cannon, TallahasseeAss't.	State	Highway	Engineer
G. L. Derrick, Tallahassee		Bridge	Engineer
C. W. DeGinther, Tallahassee			
Harvey A. Hall, Gainesville		Testing	Engineer
F. W. Berry, Jr., Tallahassee		Office	Engineer
John R. Stewart, Gainesville		-	-
R. L. Bannerman, Marianna Counties—Bay, Calhoun, Escambia, Holmes, Jackson, Jefferson, Leon, Rosa, Wakulla, Walton, Washington	Frank Liber	din, Gadso	den, Gulf,
J. H. Dowling, Lake City Counties—Baker, Bradford, Clay, Colur ton, Lafayette, Madison, Nassau, St	mbia,	Dixie, Duv	al, Hamil-
R. J. Cassie, Fort Pierce Counties—Brevard, Indian River, Mart	tin, Ok	keechobee,	St. Lucie.
L. B. Thrasher, Ocala Counties—Alachua, Citrus, Lake, Lev, nam, St. Johns, Sumter, Flagler, Vo	y, Gile	christ, Man	-4th Div.
A. W. Kinney, Lakeland Counties—Hernando, Hillsborough, M Pasco, Pinellas, Polk, Seminole.	Di	iv. Engr.— e, Orange,	-5th Div. Osceola,
R. C. Fergus, Fort Lauderdale Counties—Broward, Dade, Monroe, Pal			-6th Div.
Henry Wilson, Punta GordaCounties—Charlotte, Collier, DeSoto,			

Auditing Division

Highlands, Lee, Sarasota.

5	3	L.	Walters.	Tallahassee	Auditor

B. A. Meginniss, Attorney for the Department, Editor and Business Manager.

Volume V August, 1928 Number 8

State Road Department

HE Florida State Road Department was organized October 6, 1915. The board now in control has the following membership: F. A. Hathaway chairman, Jacksonville; E. P. Green, Bradenton; W. J. Hillman, Live Oak; J. Harvey Bayliss, Pensacola; I. E Schilling, Miami and Walter P. Bevis, secretary, Tallahassee. The total mileage of the state's system of highways January 1, 1928 was 3,524 miles, with the total road mileage at that date of 30,263 miles. The state is divided into seven divisions, each division having an engineer as follows: First division, R. L. Bannerman, Marianna; Second division, J. H. Dowling, Lake City; Third division, R. J. Cassie, Fort Pierce; Fourth division, L. B. Thrasher, Ocala; Fifth division, A. W. Kinney, Lakeland; Sixth division, R. C. Fergus, Fort Lauderdale, and Seventh division, Henry Wilson, Punta Gorda. The engineering division, made up of highway and bridge engineers, has headquarters at Tallahassee.

The State Road Department has spent a vast sum of money, but it has put Florida on the map in the matter of good roads. Motor cars are on the road in Florida twelve months in the year, day and night and in all kinds of weather. It is impossible to determine the total number of hours vehicles are in motion in each state but it is believed that Florida, in the annual aggregate, leads the country.

Florida was one of nine states in the Union to show a reduction in the number of motor car fatalities in 1927 as compared with 1926, occupying second place in this respect with a decrease of 16.41 percent. During ten years beginning with 1918, a total of 2,244 fatalities are reported in Florida. fatality list of 512 for 1926 was the largest. total of 1927 was 428, when the registration was 394,734 cars. In 1918 the registration was 47,652 cars, with 50 fatalities. Florida's comparatively low fatality record, therefore is little short of astounding and traffic experts attribute it to two factorsa multiplicity of paved roads, and the high speed limit, both tending to eliminate congestion. That congestion is the most deadly of all accident hazards, is attested by the fatality records of the cities. Fatalities on the open road in Florida are decreasing steadily but they continue to be many in the cities, the majority of the deaths last year having occured in the streets of towns and cities.

In 1920 paved roads were few and the speed limit was 30 miles an hour generally while many counties permitted a maximum of only 25 miles an hour. In 1925 the speed limit was the same during the first six months but hundreds of thousands of foreign cars were on the roads, attracted here by the boom. Slow speed breeds congestion and congestion increases the accident hazard. The large number of paved roads now available results in a better distribution of traffic and the state's 45 mile an hour speed limit permits it to clear quickly.

Florida Highways, a monthly published by the road department, Tallahassee, from which the above facts are gleaned, is now in its fifth year. It is edited by B. A. Meginniss, attorney for the department. Florida highways are now among the best in the union and this publication ably represents that important development.—From Moses Folsom's "Flashes of Florida Facts," Florida Times-Union.

TRANSACTIONS AT QUARTERLY MEETING

(Continued from Page 3)

Project 696, Road 8, St. Lucie County

Resolutions from the Board of County Commissioners of St. Lucie County and of the City Commission of Fort Pierce with reference to the right-of-way of State Road No. 8, were presented by Mr. R. R. Martin, County Commissioner of St. Lucie County.

He requested the Department to indicate when the work on this project would be started, assuming that the right-of-way is first secured. He was informed that the Department cannot say, with any degree of certainty, but that it will be impossible to commence the work during the current year.

Walton County, Roads 33, 40, 60 and 115

A delegation, consisting of W. J. Stinson, Chairman Board of County Commissioners; J. J. Ward and G. M. Bishop, members of Board of County Commissioners of Walton County, was present and stated that the County had bond moneys applicable to the construction of Roads 33, 40, 60 and 115, to the approximate amount of \$7,000.00 per mile, and that they desired the Department to take over the moneys and proceed with the work. They were assured that the Department will fully cooperate with them in the spending of the money mentioned.

Palm Beach County

Messrs. Harry Benson, E. L. Winchester and D. F. Bird, of Palm Beach County again presented to the Department the request for the reimbursement of the town of Boynton for the construction of a link in State Road No. 4, through said town.

The attorney for the Department was directed to prepare and file a written opinion on the question of the Department's authority and power to comply with this request.

Gulf Coast Highway

At the invitation of the Chairman a number of County Commissioners and other officials representing the counties through which run roads 10 and 15, and popularly referred to as the Gulf Coast Highway, were in attendance.

The Chairman stated that his purpose in calling the meeting was to confer with the officials in these counties as to their desires with reference to the construction of these roads and their ability to undertake such construction. He explained that since the roads are not in the preferential system, the State is not now authorized to expend its funds on the building of the same, but that it will cooperate in every way legally possible, and will undertake the construction of the roads in all counties where the funds are furnished to the State Road Department.

Mr. W. T. Edwards, an official of the Gulf Coast Highway Association, was requested to outline the situation in a number of the Counties.

Mr. H. D. Marks, member of the Board of County Commissioners of Franklin County, stated that when the Department is ready to expend the funds, Franklin County will provide the money for same if the construction of its links will complete the roads. Mr. Edward Ball, representative of the DuPont interest in Florida, which have franchises for the construction of a number of the bridges on the highway, was present and was asked to address the meeting. This he did.

Messrs. Arnold and Raker, members of the Board of County Commissioners of Wakulla County and

Senator H. N. Walker, declared that it is the desire of Wakulla County that the Department shall proceed to expend the \$150,000.00 of funds which it has available for that purpose as far as the moneys will extend.

There was no representation from Jefferson County, but Mr. Edwards stated that Mr. Parkhill Mays, Chairman of the Board of County Commissioners, had stated to him that it is Jefferson County's desire that the construction of the road be begun immediately in that county; that there is available about \$7,500.00 per mile of bonds, which will be sold and made available as soon as requested.

Mr. Edwards stated that, at a meeting of the Board of County Commissioners of Taylor County which he attended recently, a resolution was adopted declaring the desire of the Board to sell the bonds which it now has authorized for the purpose of the construction of the road, and that Senator Lindsey was to attend this meeting and ascertain the amount of bonds which should be sold. Senator Lindsey found it impossible to be in attendance.

There was filed with the Department a resolution signed by the members of the Board of County Commissioners of Dixie County, that its \$200,000.00 of road bonds applicable to State Road 15, be sold and the proceeds turned over to the State Road Department to apply toward the construction of said road.

Mr. W. R. Hodges, chairman of the Board of County Commissioners of Levy County, stated that it was the desire of his County that the Department shall proceed with the construction of the road as early as possible, and that the County will turn over to the Department \$350,000.00 of bond funds when requested so to do.

No representation was present from Citrus County, but information was conveyed to the Department by Mr. C. A. Knott of Levy County, that Citrus County is anxious to proceed with the work, and will do so when Levy County has made provision for the construction of its link.

Mr. Edwards stated that in conversation with Senator Hugh Hale of Hernando County, he was informed that the County has already spent a considerable sum in the construction of State Road No. 15, and that the County is not in a position to issue more bonds. In view of this Senator Hale expressed the opinion that the State Road Department should clear, grub and grade the remaining eight miles in that County.

Senator Edgar W. Waybright of Duval County was present and was called upon to express his views with reference to the highway. The Senator expressed the belief that the Department would do all in its power to speed the construction of the work in question.

Mr. H. A. Burk of Okaloosa County stated that contracts for the construction of two projects on the road in Okaloosa County have been let and that the third is being advertised. He expressed appreciation of the Department's action in taking over and expending the bond funds of the County available for the purpose of the construction of this road.

Mr. Reed of Milton stated that, while he had no official connection with Santa Rosa County, he desired to congratulate the Department on the progress of the work. He stated that Santa Rosa County has no bond money available, but that the County has built a bridge and acceptable road bed between Road No 1, just east of Milton, and the Okaloosa County line,



Bridge Across Lake Jackson, Project 672, Road 1, Leon County.

The Chairman expressed to the various delegations the appreciation of the Department for their courtesy in attending the meeting, and outlining the situation and assured those present that the State Road Department stood ready and willing to cooperate with them in every way legally possible in the speedy construction of this road.

Polk County

A delegation consisting of Judge C. A. Boswell, M. J. James, Hugh May, Ellis Gibson and L. D. Sellman of Polk County, appeared before the Department and requested that Bartow clay be approved as a material for road construction in this State. The delegation was assured that it is the policy of the Department to use Florida materials whenever the same can be approved by the engineer, and the State Highway Engineer was requested to make a careful investigation of this material, with a view to adopting same if acceptable.

Road 115, Okaloosa County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted: WHEREAS, Walton County is expending through

this Department the sum of \$200,000.00 in the construction of State Road No. 115, in said County, and

WHEREAS, when said work has been completed there will be an emergency, resulting in the stoppage of traffic on said road, in the County of Okaloosa, and

WHEREAS, the said County of Okaloosa has no available funds with which to construct and grade to continue said Road 115 so constructed by Walton County, and

WHEREAS, this Department is in a position to

place in said Okaloosa County a force of convicts to construct that portion of said Road 115 without interfering with or delaying the construction of any road in the preferential system.

NOW THEREFORE, Be It Resolved, That the Chairman be and he is hereby authorized to place a force of convicts in said Okaloosa County to construct the grade on said Road No. 115, the distance of 10 miles, between Walton County line and Camp Walton.

Sixth Division Trust Fund

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

WHEREAS, this Department is the owner of \$5,000.00 of Sebring 6% street improvement bonds, which became the property of the Department by the failure of a bank carrying a deposit for which said bonds were collateral security, and

WHEREAS, the Chairman advertised for bids for the sale of said bonds returnable July 24th,

NOW THEREFORE, Be It Resolved, That the action of the Chairman in publishing the advertisement aforesaid be, and the same is hereby approved, and

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby authorized to make sale of said bonds to the highest bidder for the same, or to any person or persons who will pay therefor a greater sum.

Expense Accounts Approved

On motion of Mr. Schilling, seconded by Mr. Green, the expense accounts of the members were approved and ordered paid.

There appearing no further business the Department was adjourned.



Overhead Crossing at Campbellton, Road 6, Jackson County.



Road No. 8, Project 562-B, in Highlands County, Between Frostproof and Avon Park.

Highway and Transportation Planks in Republican and Democratic Platforms

PLANKS on transportation and highways are included in the platforms of the Democratic and Republican parties, adopted at the conventions in Houston and Kansas City in June. The Republicans pledged their support to continued appropriations for the construction of highways, and the Democrats approved the federal road law. The planks follow:

REPUBLICAN

Under the federal aid road act, adopted by the Republican Congress in 1921, and supplemented by generous appropriations each year, road construction has made greater advancement than for many decades previous. Improved highway conditions is a gauge of our rural developments and our commercial activity. We pledge our support to continued appropriations for this work commensurate with our needs and resources.

We favor the construction of roads and trails in our national forests necessary to their protecton and utilization. In appropriations therefor the taxes which these lands would pay if taxable should be considered as a controlling factor.

DEMOCRATIC

Efficient and economic transportation is essential to the prosperity of every industry. Cost of transportation controls the income of every human being and materially affects the cost of living. We must, therefore, promote every form of transportation in a state of highest effeciency. Recognizing the prime importance of air transportation, we shall encourage its development by every possible means. Improved roads are of vital importance, not only to commerce and industry, but also to agriculture and rural life. The Federal Government should construct and maintain at its own expense roads upon its public lands. We reaffirm our approval of the federal road law, enacted by a Democratic administration.



Project 628, Road 3, Volusia County.

Every Man, Woman and Child Has a Twelve-Dollar Interest In Road-Building Program for 1928, Says A. A. A.

EVERY man, woman and child in the United States will have an interest of nearly twelve dollars in America's road-building program for 1928.

This statement was issued at national headquarters of the American Automobile Association recently, based on the estimated sum of \$1,360,025,776 to be spent for highway construction this year and a population of over 120,000,000 people.

"This program," says the national motoring body, "means that at the close of 1928 the surfaced highways of the nation will total more than 600,000 miles and the Federal-aid system, comprising over 185,000 miles of important interstate trunk lines, will be near the stage of two-thirds completed."

The A. A., which originally sponsored the Federal-aid program, nursed it through a stormy child-hood and has successfully repelled every onslaught against this highway-building agency, made public the following striking figures:

There has been a total of 71,074.3 miles of the Federal-aid system completed, as of June 30, 1928, through Federal assistance, with 10,779 miles under construction and 3,118.4 miles approved for construction. The Bureau of Public Roads, however, has advised the A. A. A. that a number of states have built Federal-aid mileage without Federal assistance and this has increased the total number of miles.

The total mileage of highways of all types to be constructed by the various states during 1928 totals nearly 31,000 miles.

Expenditures for 1928 for construction and maintenance represents an increase of more than \$225,000,000 over 1927, when \$1,123,607,055 was spent by highway-building agencies.

The A. A. A. statement says that the estimated

cost of Federal-aid roads under construction, as of June 30, 1928, is \$261,754,800, of which the Federal government is paying \$105,297,930. The estimated cost of the projects approved for construction is \$67,461,518, of which the government's share is \$25,741,403.

The A. A. A. statement continues:

"One of the significant features of the Federal-aid program is the number of miles of highway under stage construction. This refers to additional work done on projects previously improved and consists of a higher type than was provided in the original improvement.

"The importance of the Federal-aid program is strikingly shown by the fact that the states, with this work as an incentive, are building nearly two miles of highway for each mile built with Federal cooperation.

"Appropriations for 1930 and 1931 have already been made available by Congress to the extent of \$75,000,000 for each of the two years and such authorizations two years in advance are in line with the policy of allowing Federal and State agencies ample time to outline construction programs.

"There have been numerous attempts by private interests and by some governmental agencies to halt the Federal-aid program. Each and all of these have been repelled, due largely to the aggressive stand of organized motordom. It is also a tribute to the large vision of Congress that it always has been quick to ignore attacks on this program and by overwhelming majorities sustained a national policy which is doing so much to advance the transportation needs, to promote the development of our resources, to further social well-being, to eliminate sectionalism and encourage national solidarity."

MR. ROGERS REVEALS JOYS OF COMMISSIONER'S JOB

A 40-foot paved highway would pass in front of every filling station, ice cream and soft drink stand, and country store in Michigan, but not one trunk line road would pass in front of a school house if every request made of the state highway department by individuals and delegations were recognized, Highway Commissioneer Frank F. Rogers said in discussing "pet peeves."

"We don't blame the people for wanting all the good roads they can get," Rogers added, "and they wouldn't be human if they didn't stick up for their own rights, individual and sectional, but there are probably more humorous developments in our department than any other in the state, because we serve everyone more or less directly."

Individually, Rogers disclosed, the multitude of requests are of a nature which would give highways a corkscrew twist, but each individual, being humanly oblivious of the requirements other than his own, wants a bee-line concrete route from his front gate to every community, state and national point of interest.

Those who work with particular zeal to the discomfort of highway officials are the filling station and refreshment stand owners, Mr. Rogers said. Many of these build their business places in advance of per-

manent locations of routes and then wail, cajole, and beg, and even occasionally threaten, when they learn that they guessed wrong, and the routes are going a block or a mile away from them. "It is only natural that they should look upon their own side of the question," Mr. Rogers concluded, "but it would save us a lot of explanation, some stenographic help, and often long periods of time in construction, if they would properly place the blame on their own erroneous judgment and gracefully submit to that of competent engineers and statisticians, when their battles are lost."—Michigan Roads and Pavements.

Holding the Fort

- "You remember Fanny—the old-fashioned girl in our old home-town?"
- "Yes, dear, sweet Fanny. Where is she now?"

· ·

"Still there."-Judge.

The movie exhibitor had just insured his theatre against fire. As he signed his name he turned to the insurance agent and asked:

Looking Ahead

- "What would I get if my theatre were to burn down tomorrow?"
- "Oh, I should say about ten years," replied the insurance man, nonchalantly.



Overhead Crossing Near Wadesboro, Project 54-A, Road 1.



Project 646, Road 10, Franklin County.



Project 571, Road 1, Madison County, Near Madison



Road 10, Rock Base, East of Port St. Joe.



Manatee River Bridge, Project 593, Road No. 5.



Road 4, St. Lucie County.



Spruce Creek Bridge, Project 604, Road 4, Volusia County.



Nearing Green Cove Springs, Project 659, Road 3, Clay County.

Nuisances That Should Be Treated as Such

THOSE who have toured for any distance on strange roads know how gladly the motorist welcomes any and all signs that really inform him as to his trip. Warning signs as to curves, narrow bridges, unusual grades, dangerous and ungraded bits of highway; sign boards indicating the distance between towns, population centers and their size, are all welcome, and cannot be too prominently in view of the traveler.

All else are nuisances and should be treated as such. In a State, where the highway signs are painted yellow and black, it is an absurdity to permit on the same right-of-way commercial signs, mail-boxes, newspaper boxes or anything else of the same color or of any other color for that matter. It is out of the question for visiting tourists to have to come up close to, or come to a stop in order to see what a sign ahead of him means; and then for it to turn out to be an advertisement of some article or institution or something else, in which he nor the crowd behind him is interested, when going at the rate of 45 miles an hour.

A traffic census just ordered by the Highway Department on certain of the busy roads, probably will

indicate that one or more of them is carrying at least a million and a half vehicles a year; and these are moving over a roadway built in the center of what is supposed to be a right-of-way sixty feet wide. There is no sixty-foot-wide right-of-way in Kentucky, which, for even one mile, is free of transgressing, in the way of signs and other objects which are a blight to the beauty of the drive and frequently a dangerous hazard to drivers.

If the Maintenance Division should be ordered by the Highway Engineer to go and measure thirty feet back from the center of the right-of-way, on each side, between the State Capitol and the State Metropolis, and to clear that space of every foreign article on it; we wonder what anybody could or would do about it; after the road employes had executed their orders?

The writer does not believe that the owners of either the signs, billboards or any other obstructions are entitled even to notice before they are moved or removed from the rights-of-ways, of the State and Federal Highways. It required the presumption of a trespasser to put them there in the first place.—Kentucky Highways.



Biscayne Canal, Project 41-B, Road No. 4.

There is a politics that shapes our platforms, rough-hew them how we will.—Christian Science Monitor.

When a woman changes her mind three times, perhaps her intuition is just getting the range.—Los Angeles Times.

Spain's dictator has broken with his fiancee. That's why we still refer to him as "Spain's dictator."—South Bend Tribune.

A New York marathon dancer was forced to quit because of a brain affection. No doubt that also made him start.—Detroit News.

Splinters from the Democratic Farm-Relief Plank

F OUR years ago the Republican party pledged to take all steps necessary to bring back a balanced condition between agriculture and other industries and labor. To-day it faces the country, not only with that pledge unredeemed, but broken by the acts of a Republican President who is primarily responsible for the failure to offer a constructive program to restore equality to agriculture.

"Producers of crops whose total volume exceeds the needs of the domestic market must continue at a disadvantage until the Government shall intervene as seriously and as effectively in behalf of the farmer as it has intervened in behalf of labor and industry. There is a need of supplemental legislation for the control and orderly handling of agricultural surpluses, in order that the price of the surplus may not determine the price of the whole crop. Labor has benefited by collective bargaining and some industries by tariff. Agriculture must be as effectively aided.

"The Democratic party in its 1924 platform pledged its support to such legislation. It now reaffirms that stand and pledges the united efforts of the legislative and executive branches of government, as far as may be controlled by the party, to

the immediate enactment of such legislation, and to such other steps as are necessary to place and maintain the purchasing power of farm products and the complete economic equality of agriculture.

"In its tariff policy the Democratic party will insist upon equality of treatment between agriculture and other industries.

"The Democratic party pledges the establishment of a new agriculture policy fitted to present conditions, under the direction of a farm board vested with all the powers necessary to accomplish for agriculture what the Federal Reserve Board has been able to accomplish for finance. * * *

"We pledge the party to foster and develop cooperative marketing associations through appropriate government aid.

"We pledge the party to an earnest endeavor to solve this problem of the distribution of the cost of dealing with crop surpluses over the marketed units of the crop whose producers are benefited by such assistance. The solution of this problem would avoid government subsidy, to which the Democratic party has always been opposed. The solution of this problem will be a prime and immediate concern of a Democratic administration."

Highway Capacity

The capacity of a road is measured by the number of vehicles, the tonnage of vehicles and freight and the number of passengers that are handled over the roadway per hour, per day, per season and per year. The period of time by which the capacity is measured is of vast importance.

The problem of handling peak loads and that of handling maximum tonnage over a considerable period of time are distinctly different and the economic problems involved are dissimiliar.

Wide roads and grade separations to avoid bottlenecks and permit maximum capacity of pleasure vehicles during a peak load of perhaps an hour's duration must be considered from the standpoint of the value of time, continuity of travel, freedom from annoyance to the pleasure seeker. Comfort of travel has a financial value which is difficult to determine and varies with different people.

On the other hand, the cost of ton-mile freight handling can be readily determined. The factors controlling capacity from a ton-mile freight handling standpoint involve the financial return on the investment and the continuous use of the road.

Only recently have such considerations as night hauling to give better traffic distribution over the 24-hr. period and road lighting to make night travel safe and comfortable been considered.

After all a highway is a public utility which the general public owns and operates and only by considering road economy from that standpoint, can a true conception of the importance of increasing highway capacity be obtained.

We must consider both the satisfaction of the public and the financial return from the investment.

The public pays the bill.—Highway Engineer and Contractor.

THE HIGHWAY

There is a silver ribbon
Wafted from a magic wand,
A mystic fairy ribbon
Goes a-winding o'er the land.

This winding silver ribbon
Flaunts a purplish canyon wall
And from a sky-blue hilltop
A jeweled waterfall.

A moon-kissed silver ribbon Round a rippling silver lake Lures me on and on and on For the magic it will make.

Just a dancing silver ribbon A-winding from sea to sea Woven by the hand of man— Oh—the difference to me!

B. R. F.

How to Torture Your Wife

- "I'm buying a washing-machine for my wife as a birthday present."
 - "That will be a surprize, eh?"
- "Yes, quite! She's expecting a new car."—Christian Science Monitor.

Blueberry-pie Model

It is stated that old films are used to make varnish for motor-cars. A very comic two-seater we saw the other day had probably been treated with a little early Charlie Chaplin.—Humorist (London).



Project 50-A, Road 14, in City Limits of Palatka, Underpass of Atlantic Coast Line R. R.

ROAD ENGINEERS LAUDED FOR SAFE HIGH-WAYS

Highway engineers, even more than safety organizations, are decreasing the number of motor accidents in the United States, according to Charles M. Hayes, president of the Chicago Motor Club.

At one time, Hayes believes, highway building was nothing more than digging out dirt and laying cement or gravel over the old roadway. Now, however, "the highway engineer brings to his aid a comprehensive knowledge of building with a view to reducing the dangers attendant on country motoring."

"If the road to the motorist's home is bad in places, he tries to make up lost time by going faster than he should where the road is good. If the road were all good he probably would travel at an even gait."

Most of the changes in grade crossings, blind turns and other hazards of motoring are credited by the Chicago man to engineers constructing new roads, rather than to concentrated safety efforts of civic organizations.—Nation's Traffic.

STEPPING ON THE GAS

Consumption of gasoline by motor vehicles in the United States increased 12.4 percent during 1927, the American Road Builders' Association has estimated. The number of gallons of gasoline consumed in the United States totalled 11,563,490,000, according to figures compiled by the Association.

California led all states in the consumption of the fuel, the vehicles of that state burning 1,017,681,000 gallons. The state of New York ranked second with 892,800,000 gallons. The average national consumption per motor vehicle was approximately 550 gallons. The total number of miles traveled, estimated on a basis of 13.5 miles per gallon, was placed

at more than 150,000,000,000 miles.—The Earth Mover.

NEW HIGHWAY PIERCES GREAT FLORIDA SWAMPS

Florida's dream of an "Appian Way" across the once impenetrable Everglades jungle has come true.

Built through the heart of the state's last frontier from Tampa through Fort Myers to Miami, Tamiami trail of song and tourist fame has been completed and was opened formally with a celebration starting at Tampa on April 24 and ending at Miami two days later.

Gov. John W. Martin, Dr. Fons A. Hathaway, chairman of the state highway department, and Barron Collier, who were instrumental in completing the highway, have been asked to head the great motorcade which will traverse the route.

The trail, greatest road project undertaken by Florida, is a 40-foot standard highway, penetrating the wilderness known to native Indians as Pah-hago-kee, or grassy water. It connects two of Florida's largest cities, and gives access to hundreds of acres of valuable farm land.

Modern cities with electric-lighted boulevards and establishments of industry and commerce now show their towers above neighboring forests along the Trail where once little villages slumbered under the bright sunshine, virtually isolated from civilization.

The idea of connecting the east and west coasts of Florida across the southern section was conceived in 1915, but the world war and lack of labor stopped work. Building was revived in 1922 and two years later the first motorcade to traverse the swamps set out in stripped-down automobiles to prove the route from Fort Myers to Miami could be conquered.—Michigan Roads and Pavements.

IMPORTANCE OF ROAD MAINTENANCE

From time to time criticisms appear in print (not in technical or highway papers, however) of the increasing cost of maintaining roads as compared to that of building them. The majority of the critics base their criticism chiefly on the assumption that the roads must have been poorly built or they would not need repairs.

It is unnecessary to tell those really informed in highway matters that as mileage of new roads increases, the expenditures for maintenance demand an increasing percentage of the annual allotment for highways. If the average annual cost of maintenance of a road is five percent of the construction cost and the annual expenditure for roads remains constant, in fifteen years more than half of it must be used for maintenance. Add to this the expenditures for maintaining in passable condition, roads not yet improved, and the time may be shortened. In twenty years it will take more than a billion dollars a year to maintain our roads, unless the rate of construction falls off enormously.

Highway conditions in France may give us an idea of what to expect. The government budget for 1928 for highways totals 566,515,000 francs, of which 475,500,000 is "maintenance and ordinary repairs," 51,000,000 for repairs necessitated by the war and special cases, and only 8,000,000 francs for "construction and improvement." Only 1.4 percent of the appropriation is for construction and more than 94 is for maintenance.

(It may be interesting to note, in this connection, that France last year raised 619,870,000 francs by taxes on automobile and 891,940,000 by gasoline tax; a total more than $2\frac{1}{2}$ times the total highway appropriation. The rest went into the general treasury.)

As maintenance is absorbing more and more of our highway expenditures it should receive a larger share of attention by engineers, superintendents and other highway officials. The important question is becoming, not "what is the best pavement to use?" but "what is the best way of keeping in condition the pavements we have?"

The past ten years have seen great progress in the development of equipment for replacing labor, lowering cost and increasing speed of construction. Much of this equipment is useful for maintenance also, but there is wide opportunity for development of mechanical aids to maintenance, and undoubtedly such development will follow rapidly on the demand for it.—Public Works.

MURDER VICTIMS

Wouldn't it be a joyous act
Of undiluted bliss,
To smash the goof who greets you
On the phone with "Who is ziss?"
—Southern Pacific Bulletin.

The pompous cuss annoys us most,
Conceited, full of swank,
Who tells us, stiff as any post,
"You're talking to Mr. Blank."
—Railway Age.

Of selfish pests the worst of all
Is surely, I opine,
The one who has his steno call
And bid you "Hold the line."
—Southern Telephone News.

PROPER LOCATION OF ROADS AN ECONOMIC SAVING

The improvement of trunk highway No. 1, from Two Harbors to Cross River, in Minnesota was used by O. L. Kipp, construction engineer of the state highway department, to show the savings to car owners through proper location of roads carrying heavy traffic.

On this project, Mr. Kipp pointed out, the distance had been reduced 15 miles, and there were 40 right angle turns eliminated. The traffic on this route in 1927 averaged 914 cars per day and in 1921 the average per day was 126 cars.

Figuring the cost of operating the average motor vehicle at 10 cents a mile, which is conservative when trucks are included, and multiplying this by the number of cars using the road, times the distance saved, Mr. Kipp figured that this improvement alone is saving car owners \$137 every day. This will increase if traffic grows.

Seventy other similar relocations in all parts of the state were cited by Mr. Kipp, who used slides to show the old winding roads and the new routes with dangerous turns and crossings eliminated. In these 70 projects a total reduction of 201 miles has been effected, 765 right angle turns and 223 railroad grade crossings have been eliminated.—Nations Traffic.

LEAGUE OF NATIONS PROPOSES UNIFORM ROAD SIGNALS

The League of Nations has sent to all countries, including the United States, a draft convention for uniform road signalling by motorists. Here are the signals:

Warning signal of intention to slacken speed or stop: Move the arm up and down several times. To indicate intention of turning or bearing to the right: The same signal.

To indicate intention of turning or bearing to the left: Hold the arm out horizontally and keep it still.

To signal an overtaking vehicle to pass: Move the arm from behind forwards several times.

In countries in which traffic keeps to the left, the signals for right and left turns are reversed.

Universal signals are also proposed for traffic police.—Michigan Roads and Pavements.

The pest who hoists our temperature,
And leaves us with a fever,
Is the pup who never says "Good by,"
But slams up the receiver.

-Macon Telegraph.

The man who makes us cuss regard-Less of what may befall us, Is the man who leaves his office when His stenog starts to call us.
—Houston Post-Dispatch.

But none can match the witless wight
Who calls from our slumber
At one or two or three at night
And then says: "Ah, Wrong Number!"
—Youngstown Telegram.

Average of \$229 Spent by Each Motorist

An average of \$229 was spent by each motorist in the United States during 1927 in the operation and maintenance of his car, according to figures compiled by the American Motorists Association. Of this sum \$101, or 44 per cent, was expended for fuel and lubricants, this being the largest item in the motorist's annual operation and maintenance bill.

The \$229 figure does not take into account depreciation. The average life of a passenger automobile, however, according to Federal government statistics, is seven years. During 1927 the average retail price per passenger car in the United States was \$953, which, based on a seven year life expectancy, would mean an average depreciation of \$136 per year. From this figure, plus the average upkeep cost of \$229, it will be seen that the general average cost of operation of a motor car, plus depreciation, is \$365 per year or one dollar per day.

The second largest item on the motorist's maintenance bill is for time of mechanics in doing repair work, the motorist expending in 1927, for this item, an average of \$47. His replacement parts cost him \$41 during the year and his average tire bill was \$40. The total operation and maintenance bill of the 23,127,000 motorists of the country last year aggregated \$5,300,000,000, the figures show.

Comparing the cost of operation in 1927 with 1926, the Association's figures show that last year the cost was five per cent more than during 1926, when the average operation cost was \$219. Comparative figures, between the two years, however, it is pointed out by J. Borton Weeks, president of the association, do not indicate that operation costs are necessarily increasing. The difference is explained primarily by greater mileage made by the average motorist in 1927, which means an increase in not only gasoline consumption but in tires and wear of replacement parts.

Proposed Pan American Highway is First Route to be Favored as Guide to Aviation, and for Promoting International Good Will, Says A. A. A.

Possibly for the first time in the history of highway building a proposed road—the Pan American route—is being considered not only as a means of moving traffic, but as a guide and emergency landing field for aviators and for promoting international good will.

This statement was issued recently at National Headquarters of the American Automobile Association, which has consistently supported this project and encouraged highway building in foreign lands.

The A. A. A. points out that Congress has already provided for American participation in the Pan American Congress of Highways, which will meet in Rio de Janeiro in July 1929, and definite program for connecting up the Latin-American countries, the United States and Canada, with a broad paved highway, will in all probability be adopted at this session.

"Building of such a highway," says the national motoring body, "will be perhaps the most important physical step ever taken by a group of nations to promote mutual understanding, encourage travel and to bring about an intermingling of national ideas with resultant benefit to all of the countries involved.

"Recently there has been made public the report of the Committee on Foreign Affairs of the House of Representatives dealing with H. J. Res. 259 which authorizes assistance in the construction of the proposed highway." This report follows in part:

"The construction of the proposed highway, or highways— for they will naturally radiate in several directions, especially in South America—may seem like something dreamed of, but without a doubt this dream, vast as it is, will some day be realized. We even hope that it may not be long deferred. There is both Pan American sentiment in favor of it and an economic demand for it.

"Many years ago James G. Blaine, conspicously,

proposed a similar project in the form of a Pan American railroad. But at the present time the world is thinking in terms of automobiles and motor trucks, which have in part at least superseded railroad transportation, and so the big international project now naturally takes the form of a highway for such new forms of transportation.

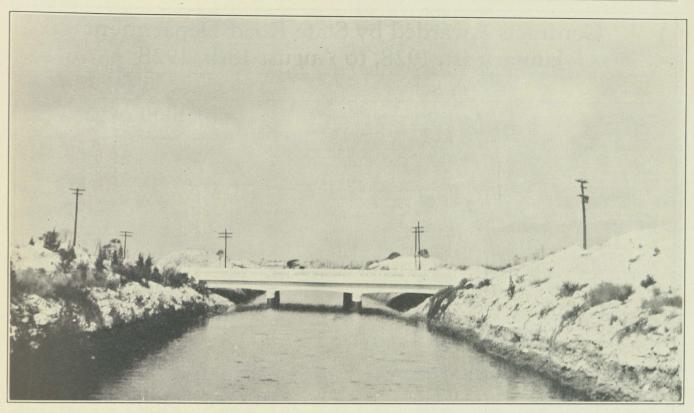
"Not only will this highway be used for automobiles and motor trucks but it will serve those who in the future will travel and transport matter by air routes. With this purpose in mind the proposed highway will be of such width that it will at any point and at any time afford landings for airplanes that may be compelled to descend for safety. It will also serve as a marker for those who travel by air. Recently Col. Charles A. Lindbergh was able to blaze his own way across these trackless spaces. But all can not follow the guideless ways that this venture-some and intrepid young man pursued on his lone flight.

"It is not impossible to visualize an air traffic of vast proportions in the not distant future following this international highway.

"Attention need not be called to the good will and international unity among all the Republics of the two American continents which may be promoted by the projected Pan American Highway. Nations that are now separated will be brought closer together. People that now sometimes misunderstand each other may be brought into better mutual understandings. Along this highway there will be a constant interchange of ideas as well as interchange of commerce.

"As an evidence and a promoter of good will among the nations affected, the project under consideration will be worth all that it costs and much more.

"The possibilities, in whatever way we look at the matter, are so vast and so significant that we are warranted in taking the preliminary action."



Biscayne Canal Bridge, Project 41-B, Road 4.

A FLORIDA HIGHWAY "BOOM."

Florida, whose roads were an abomination during the late lamented real estate boom, is spending more than \$15,000,000 a year on highways and has already laid 1,643 miles of first class roads, Congressman Tom A. You of Tallahassee, Florida, declares.

Congressman Yon told the House of Representatives recently that the people of the Everglade state, despite the serious plight the collapse of the boom has left them in, have gone ahead tenaciously with their road building program on the basis of making Florida more attractive than ever for motorists and other vacationists.

"Our state road department has been working on the expenditure of more than \$15,000,000 a year," he said, "on a cash-as-they-go basis. On August 1, 1927, not taking into account hundreds of miles of roads built by counties, the state had completed 227 miles of concrete, 17 miles of bitulithic concrete, 85 miles of slag asphalt, 89 miles of bitulithic macadam, 23 miles of block asphalt, 727 miles of S. T. rock base, 418 miles of sand, clay and gravel surface and 28 miles of marl, making a total of 1,643 miles of as good road as you can find in the country.

"Besides, they have graded over 2,000 miles with a grade surface of 30 feet and a right-of-way 66 feet wide. This work was not all done this year but great strides were made last year and this."—Nations Traffic.

Practical Education

"But don't you remember any of the things you learned at your mother's knee?" inquired the well-meaning individual.

"Oh, of course," answered the flapper. "I learned that you can't get a fifty-nine-cent stocking that doesn't look like the very devil."

If Mary Had One

I see in the paper a picture from the Detroit Zoo, of a so-called "aoudad," which looks to me exactly like the well-known fleecy friend of school children. Hence:

Mary had an aoudad— It must have been a sham, For everywhere that Mary went Folks thought it was a lamb.

It followed her to school one day, Which made the children glad. They all quit work and ran to play With Mary's aoudad.

Alas, the teacher kicked it out! Said she: "I never had A chance before, nor will again, To kick an aoudad."

—Detroit News.

Too Much Heart

A tramp asked the proprietor of a circus for a job. He was informed that he could become a lion-tamer. He was assured that it was easy—that the whole secret was in forcing the lions to believe he wasn't afraid of them.

"No." said the tramp, "I couldn't be so deceitful."—Good Hardware.

Poor Pa!

"An' do ye think he looks loike his father?"
"Oi do that, but don't ye mind, Mrs. Murphy, just so long as the child is healthy."

So live that you wouldn't be ashamed to sell the family parrot to the town gossip.—Troy Times.

Contracts Awarded by State Road Department January 1st, 1928, to August 18th, 1928

Contractor—	Project No.	County—	Length Miles	Feet	Contract +	Type
Sutton Bros.	55-B	Alachua		457	\$ 54.272.17	Concrete
General Const. Co.		Levy		1,335	43.000.98	Timber
Frost Const. Co.		Hillsboro		260	54.775.16	Concrete
Sutton Bros.		Suwannee		113	19.043.82	Conc. Overh'd
Ouval Engr. & Contr. Co	677-D	Levy	8 01	110	110.370.35	R. B. S. T.
L. F. Powers Const. Co.		Hillsboro		***************************************	95,125,45	C. G. & G.
B. Booth			11.22		58,518.86	C. G. & G.
ittle & Lee			10.26	***************************************	63,516.17	C. G. & G.
ittle & Lee		Polk		***************************************	46,380,34	C. G. & G.
ilbert & Hadsock		Polk		***************************************	57.077.26	C. G. & G.
. G. Kershaw Contr. Co.		Holmes			45,097.93	C. G. & G.
. G. Kershaw Contr. Co		Holmes	9.09		53,931.71	C. G. & G.
		HolmesGadsden		***************************************	244,581.31	Concrete
lorgan-Hill Paving Co					38,592.08	C. G. & G.
ranklin Const. Co.		Hillsboro			3,401.25	
M. Chadbourne		Escambia				Surface
obert G. Lassiter & Co		Falm Beach		***************************************	264,999.43	Concrete
utherford Const. Co		Lake	3.00	••••••	46,992.07	R. B. S. T.
G. Collins	827	Escambia	8.12		50,151.29	C. G. & G.
. C. Winterburn, Inc.	61-A	Gadsden	10.00		231,578.27	Concrete
hoenix Asphalt Paving Co	669-X	Collier			28,814.77	Surface T'd.
verglades Const. Co		Osceola			115,303.71	C. G. & G.
. D. Weeks		Osceola			83,299.72	C. G. & G.
. D. Weeks		Osceola			66,571.01	C. G. & G.
. C. Huffman Const. Co	807-A	Palm Beach	10.81	***************************************	201,713.22	R. B. S. T.
. C. Huffman Const. Co		Palm Beach			99,923.54	R. B. S. T.
A. Steed & Son, Inc.		Glades			416,083.52	R. B. S. T.
uval Engr. & Contr. Co		Clay			95,449.25	R. B. S. T.
ilas Gibson		Okaloosa			60,680.23	C. G. & G.
J. Bryson Paving Co		Okaloosa			20,979.67	C. G. & G.
J. Bryson Paving Co	823	Okaloosa	9.18		34,085.34	C. G. & G.
. J. Bryson Paving Co		Okaloosa			59,898.02	C. G. & G.
erkins Const. Co	820-B	Jefferson		114	4,881.25	Timber
addox Foundry & Mach Co		Bay		120	13,774.47	Timber
C. Hayes	802-A	Okaloosa	8.67		76,559.56	C. G. & G.
B. Alsobrook		Lake	0.10		1,980.00	C. G. & G.
entral Station Equipment Co.		Lee		4430	585,216.61	Concrete
ollins Const. Co	803	Okaloosa	11.13		82,342.33	G. & D.
elson Brothers			17.982		430,409.67	Concrete
lanly Construction Co	53-C	Lake			67,778.57	Bit. Conc.
m. P. McDonald Const. Co		Lake			209,058.24	R. B. S. T.
. E. Wolfe		Collier			58,856.15	S. T.
aker & Lewis Const. Co		Gulf			37,400.00	Hauling rock
	-	Total		6.829	\$4,432,464.75	



Project 605, Road 8.

Motorists Buy Many New Cars

A total of 2,951,503 new passenger cars and trucks were purchased by the motorists of the United States during the calander year of 1927, according to revised figures of the American Motorists' Association. Comparing the number of new vehicles purchased with the number junked, the figures show that during the year 1,125,922 more cars were bought than were junked. The total number junked aggregated 1,825,581 cars and trucks.

Computed on a percentage basis, Connecticut motorists purchased the highest number of new automobiles, the total registration as of January 1, being 281,521 of which 47,426 or 18 per cent were purchased during 1927. On the same basis Alabama

ranked second with 17 per cent; North Carolina, District of Columbia and Montana motorists tying for third place with a 16 percentage of new cars purchased during the year.

Figured on a basis of the total number of new automobiles purchased during the year, New York purchasing a total of 271,856 new passenger cars and trucks, ranked first, followed by Pennsylvania with 235,109; California 186,468; Ohio 171,427 and Illinois 166,004.

Following are the Association's figures showing the number of new cars purchased in each state during 1927 and the percentage that the new cars bears to the total registration in each state during last year:

State	Number of	Percent-	State	Number of	Percen
	New Cars	age		New Cars	age
New York		14	Kentucky	35,568	· 12
Pennsylvania	235,109	15	West Virginia	35,192	. 14
California	186,468	11	Tennessee	33,812	11
Ohio	171,427	11	Arkansas	32,145	16
Illinois	166,004	12	Colorado	32,132	12
Michigan	155,784	13	Mississippi	29,154	13
Texas	136,844	12	Oregon		11
New Jersey	108,546	15	Louisiana		10
Indiana	98,388	12	South Carolina	23,485	12
Massachusetts	98,218	14	Maine	21,308	13
Missouri	95,649	11	South Dakota		12
Wisconsin	88,550	13	Montana	18,189	16
Iowa	74,292	11	Dist. of Col.	17,605	16
Oklahoma	72,554	14	Rhode Island	16,914	14
North Carolina	67,217	16	North Dakota	16,835	10
Minnesota	66,757	10	Idaho		14
Kansas	54,740	11	New Hampshire		12
Virginia	48,202	14	Utah		12
Connecticut	47,426	18	Arizona	10,804	13
Nebraska	43,984	12	Vermont		12
Alabama	40,938	17	Wyoming	7,253	14
Georgia	40,700	14	New Mexico		12
Washington		10	Delaware		15
Maryland		13	Nevada	2,625	10
Florida		9			
Total registration	as of January 1	, 1928		6	23,127,315
					2,951,503
Percentage of nev	w cars bought du	ring 1927	•••••		

HIGHWAY ILLUMINATION PROPOSED FOR ILLINOIS

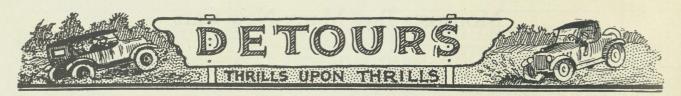
Illinois may have a new distinction in the near future. In addition to its leadership among the states of the union in concrete road mileage, illumination of these highways by electricity may follow. The project is said to be under consideration by the State Highway Department when the new \$20,000,000 waterway at Lockport now in full construction, is completed, anticipated by 1930. The power from this water course, turning great turbine generators, will provide the current sufficient to illuminate every mile of the hard roads, the only expense being that of wires, poles and incandescent bulbs.

When the waterway was first proposed, it was planned to sell the electric "juice" that could be generated, and realize enough revenue to cover the

entire cost of maintenance and even retire some of the bonds. Some ambitious estimates were submitted showing the quantity of kilowatt production and the probable returns.

Since these possibilities were first brought to public attention, the point was made that the state would come in direct competition with some of its important utility companies and which have millions invested in power plants, transmission lines, and in other ways, not to speak of the thousands of employes who would be affected should the state supplant the various corporations which had been established for years and which are adequately serving the public at rates approved by the Illinois Commerce Commission.

It has now been suggested that instead of the (Turn to Page 23)



The Art of Being Ill

When an Alva woman becomes ill, she puts on a newly ironed nightgown and fixes up her hair, but when a man takes down, he lets himself go to seed and looks like something the cats dragged in.— Alva (Okla.) Review-Courier.

Sunday-School Erudition

Teacher—"Now, we all know about Noah's Ark. Do you know of any other ark?"

Tommy—"Yes, miss, the one the 'erald hangels sing."—Tit-Bits.

Mr. Fess things the G. O. P. deserves credit because 3,000,000 homes have been built in this country under Republican Presidents. That's fine, but now that the homes have been built, how would it do to switch to a Democratic President and give the owners a chance to pay for them?—Macon Telegraph.

A young man, desiring to light a cigarette while talking to a modern girl, asked politely,

"Do you mind if I smoke?"

"Hell, no," she replied. "I don't care if you burst into flame."

For Human Engines

He had run out of gas on the outskirts of a New Hampshire town; saw a young boy coming along the road carrying a big tin can.

"Say, boy," he yelled, "I hope that's gasoline

you have in that can."

"Well, I hope it ain't" returned the boy, with some heat. "It would taste terrible on ma's pancakes."—Automobile Bulletin.

Sour Notes

The young married couple were having a disagreement while awaiting lunch at a modest Soho eatinghouse. The woman was grumbling because they were unable to afford the luxurious restaurants which had been a feature of their honeymoon.

"You can't have a brass band everywhere you

go," said the man crossly.

"Oh, yes, I can," snapt his wife. "I've got it with me now—on my finger."—Pearson's Weekly.

Bill—Don't you think the violinist's obligato is very beautiful?

Jim-Can't tell. Wait till she turns around.

Desperate Remedies

Wife—''Oh, John I've discovered that the woman next door has a hat like mine.''

Hub—"Now, I suppose, you'll want me to pay for a new one."

Wife—"Well, dear, that would be cheaper than moving."—Everybody's Weekly.

Satisfaction

"Well, Mrs. Johnsing," announced the colored physican, after taking her husband's temperature, "Ah has knocked de fever outen him. Dat's one good thing."

"Sho, nuff," was the excited reply. "Does dat

mean dat he gwine to get well, den?"

"Na," replied the doctor, "dey's no hope fo' him; but you has de satisfaction ob knowin' dat he died cured."

Sleep on the Cushions

A real estate salesman tried to sell a house to a newly married couple. Said the wife: "Why buy a home? I was born in a hospital, reared in a boarding school, educated in a college, courted in an automobile, and married in a church; get my meals at a cafeteria, live in an apartment; spend my mornings playing golf, my afternoons playing bridge; in the evening we dance or go to the movies; when I'm sick I go to a hospital, and when I die I shall be buried from an undertaker's. All we need is a garage with a bedroom."—Christian Register.

Try This Plan

Jim—I think I will have to get a new car. Will—What's wrong with the one you have? Jim—I can't pay for it.—Life.

Boiling Oil Too Merciful

"Well, madam, why don't you wish to serve on the jury?" asked the judge.

"I'm opposed to capital punishment."

"But this is merely a case in which a wife is suing her husband for an accounting. It seems she gave him \$500 to pay down on a handsome fur coat, and he is alleged to have lost the money at poker."

The woman juror spoke up promptly: "I'll serve. Maybe I'm wrong about capital punishment."—

Wright Engine Builder.

He'd Sell Ice in Alaska

A certain salesman was proposing to his best girl. "And, sweetheart," he finished, "I'll lay my whole fortune at your feet."

"It isn't a very big fortune," she reminded him.
"I know, dear," he replied, "but it'll look awfully

big beside your little feet!"

He got the job!—Sales Tales.

Serve with Whipt Cream?

Never use soap on hair brushes. Dip the bristles up and down in hot ammonia water. Rinse and dry with vanilla and raisins.—Denver News.

Best De-Appetizer

"I don't see how you can afford to take so many girls to expensive restaurants."

"That's easy; I always ask each girl, just before we go in, if she hasn't been putting on weight."—London Tit-Bits.

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HIGHWAY ILLUMINATION

(Continued from Page 21)

state selling the current which may be produced with the aid of the waterway, that the new highways be lighted, thus promoting safety at night and lessening the number of accidents. The mishaps upon the hard roads are steadily increasing in proportion to the traffic. The major portion of these collisions occur at night. Drivers of horse drawn vehicles rarely carry lights, either in front or at the rear of such rigs. Many pedestrians, walking on the roads, are struck. In fact, there is a great variety of accidents, many of which have a tragic feature.—Nations Traffic.



Reclaim Those Old Gravel Roads

Reduce the heavy maintenance cost—and at the same time secure year round service—on those unpaved county and secondary highways.

Waterproof those old gravel and macadam roads with bituminous



wearing surface. It is far cheaper to do that—than it is to be continually scraping, grading and renewing the old road.

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Atlanta Thomasville Birmingham Montgomery Jacksonville Ocala, Fla.

Status of Construction

THROUGH JUNE 30th, 1928

Proj. No.	Contractor	Road No.]	Total Length Miles	Clearing Miles	Grading Miles	Base Mile		ce	Per Cer Con e plet
52	W. J. Bryson Pav. Co	1	Escambia .		10.09	10.09	10.09			Graded	98.0
55 61-A	W. J. Bryson Pav. Co	1	Alachua Gadsden		$16.77 \\ 10.00$	16.77	15.93			Graded Concrete	96.0 e 87.0
61-C	Morgan-Hill Pay, Co	1	Gadsden		9.77	11.27	10.01		7.33	Concrete	e 74.0
62-A 62-C	A. D. Weeks Everglades Const. Co	24	Osceola		$\frac{12.52}{11.83}$	11.27	$\frac{10.01}{3.90}$	***************************************		Graded Graded	$\frac{80.0}{46.0}$
62-D	A. D. Weeks	24	Osceola		12.62	12.62	5.30			Graded	65.0
500-В 518	State Convict Forces	20	Bay A Lafayette		$12.76 \\ 17.75$	$5.50 \\ 17.75$	$\frac{5.50}{17.75}$			Graded Graded	$\frac{30.0}{100.0}$
535	L. B. McLeod Const. Co				13.20	13.20	10.56			Graded	84.0
585	State Convict Forces	1	Santa Rosa		6.67	6.67	6.00			S.T.S.C.	80.0
$\frac{592}{524}$	L. B. McLeod Const. Co	50	Franklin Hamilton .		$\frac{8.54}{6.23}$	6.23	5.67	8.54		S.T.R.B. Graded	94.3
340-A	West Const. Co	4	Martin		9.00			9.00	8.10	S.Asph.	94.0
640-B 644-A	West Const. Co		Martin Wakulla		$\frac{11.80}{8.50}$			$\frac{10.74}{2.20}$		S.Asph. ST.R.B.	$\frac{79.8}{20.0}$
644-A	State Convict Forces		Wakulla		5.06	5.06	4.44	2.20		Graded	80.0
345	State Convict Forces	10	Wakulla		18.50			18.50		S.T.R.B.	
$\frac{551}{554}$	State Convict Forces		Gulf Broward		$\frac{14.72}{6.30}$	6.30	6.30	$\frac{14.50}{6.30}$		S.T.R.B. Bit.Mac.	
359	Duval Engr. & Contr. Co	3	Clay		7.52			7.25	0.00	S.T.R.B.	86.0
669-C 669-D	R. C. Huffman Const. Co	27	Dade Dade		$\frac{12.00}{12.31}$	12.00	$\frac{12.00}{12.31}$	$12.00 \\ 12.31$	0.00	S.T.R.B. S.T.R.B.	98.0
69-V	H. E. Wolfe Const. Co	27	Collier		19.72	$\frac{12.31}{19.72}$	19.72	19.72		S.T.R.B.	
	H. E. Wolfe Const. Co		Collier		15.88			15.88		S.T.R.B.	
577-D 578	Duval Engr. & Contr. Co State Convict Forces		Levy Bay		$8.91 \\ 8.73$	8.00	6.50	8.46		S.T.R.B. Graded	
383-A	Robert G. Lassiter & Co	4	Palm Beach	1	9.04	6.99	4.66		4.66	Concrete	65.0
88 95	Vadner & Tampa Sand & Shell Co		Bay Lake		$9.32 \\ 10.54$	$\frac{2.32}{10.54}$	$\frac{1.00}{10.54}$			Graded Graded	8.0
95	Rutherford Const. Co		Lake		3.59	10.51	10.51	3.59		S.T.R.B.	
06-B	Curry & Turner	28	Putnam		14.91	14.91	13.42			Graded	93.00
07	L. B. McLeod Const. Co		Jefferson		$\frac{5.31}{7.98}$	$\frac{1.50}{7.98}$	$\frac{0.00}{7.98}$			Graded Graded	100.0
09	C. G. Kershaw Contr. Co		Holmes		9.09	9.09	7.27			Graded	71.5
10-A	Franklin Const. Co		Hillsborough		6.18	6.18	5.56			Graded	85.0
10-C 15	E. F. Powers Const. Co	28	Hillsborough Union	1	$\frac{12.69}{3.70}$	$\frac{12.69}{3.70}$	$\frac{7.81}{3.70}$			Graded Graded	64.00 100.00
16	Columbia Contr. Co	28	Bradford		11.21	11.21	10.65			Graded	97.00
$\frac{20}{22}$	R. J. Carroll		Jefferson		9.64	9.64 8.83	$\frac{8.29}{4.86}$			Graded	86.00
23	L. B. McLeod Const. Co	66	Leon		11.76	11.76	10.70				91.00
24 26	L. B. McLeod Const Co State Convict Forces		Leon Dixie		$11.10 \\ 12.57$	$ \begin{array}{r} 10.32 \\ 5.05 \end{array} $	7.21 4.41			Graded	48.00
28	State Convict Forces		Leon		11.65	11.07	11.07			Graded Graded	92.50
32	Gilbert & Hadsock		Polk		8.94	8.94	6.35			Graded	79.00
36 43	C. G. Kershaw Contr. Co State Convict Forces		Holmes Bay		$8.58 \\ 18.25$	$8.58 \\ 18.25$	$\frac{3.52}{18.25}$			Graded Graded	56.80 89.00
44	State Convict Forces	19	Madison		5.79	5.56	5.21			Graded	81.00
45	Convicts and Taylor County		Taylor		15.95	14.36	12.12			Graded	75.00
48 49	State Convict Forces		Madison Gilchrist		$6.22 \\ 7.81$	$\frac{6.00}{7.42}$	$5.91 \\ 2.11$				94.00 35.00
50	State Convict Forces	14	Gilchrist		12.97	7.26	.91			Graded	12.00
55 57	B. Booth Little & Lee		Polk		$11.22 \\ 10.26$	$\frac{11.12}{10.26}$	$\frac{11.10}{7.69}$			Graded Graded	$95.00 \\ 84.00$
	Little & Lee		Polk		8.34	8.34	7.59			Graded	92.00
	A. E. Campbell		Suwannee		2.34	12.34	11.84			Graded Graded	97.60 100.00
80	F. W. Simpson C. F. Walker	. 29	Okeechobee		12.00 11.00	$\frac{12.00}{10.67}$	$\frac{12.00}{4.18}$			Graded	57.00
-	C. F. Walker		Okeechobee	-	1.00	9.35	4.62			Fraded	41.00
82 98	C. F. WalkerState Convict Forces		Okeechobee Nassau		$\frac{6.62}{5.03}$	$\frac{6.29}{6.50}$	$\frac{3.97}{1.00}$		(Fraded	52.00 10.00
02-A	C. C. Hayes	. 10	Okaloosa		8.67	0.00	0.00		(Fraded	0.00
$03 \\ 04$	Collins Const. Co		Okaloosa Glades		1.13	$0.00 \\ 17.63$	$0.00 \\ 8.35$	0.00		raded T.R.B.	$0.00 \\ 11.00$
	R. C. Huffman Const. Co		Palm Beach		0.82	8.65	5.41	4.22		T.R.B.	40.00
07-C	R. C. Huffman Const. Co	. 25	Palm Beach		6.14	0.00	0.00	0.00	0.00 S	.T.R.B.	0.00
	W. J. Bryson Pav. Co				3.58 4.44	$\frac{10.15}{2.89}$	$\frac{3.26}{2.22}$			Graded Graded	$\frac{24.00}{50.00}$
23	W. J. Bryson Pav. Co	. 41			9.18	8.26	3.21			Graded	43.30
	W. J. Bryson Pav. Co S. G. Collins		Okaloosa Scambia		$9.82 \\ 8.12$	5.79 8.10	$\frac{2.95}{4.46}$			Fraded Fraded	$\frac{31.90}{39.10}$
otal complet	omplete June 30th, 1928 e month of June omplete May 31, 1928					2725.37 29.33	2601.28 51.04	1224.21 7.27 1216.94	1928.89 34.09 1894.80	·	
			TOTAL MI			Asph.					
	Concrete	Brick	В. С.	S. A.	В.		S.T.R.B	S.T.S.C.	S. C. Ma	arl 7	Cotal
	e to May 31, 1928258.72	17.13	36.46	107.40	109	0.06 23.20	928.29	172.76	257.04 27.	58 19	37.64
omplete	e month of June 6.46			2.60		.38					17.78

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